



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



Meeting Date: April 28, 2009 @ 6:00 pm EST

Subject: Technical Advisory Committee (TAC) Meeting #2

Attendees: Attached Sign-In Sheet

Author: Tricia Fantinato

The meeting minutes provide a summary of the information and comments provided during the Technical Advisory Committee (TAC) meeting. SHOULD YOU DISAGREE WITH THE INFORMATION IN THIS RECORD, PLEASE ADVISE IMMEDIATELY (TFantinato@lpagroup.com). A copy of the presentation will be provided on the project website (www.stlucieco.org/airport). Thank you.

I. Project Introduction

Ms. Diana Lewis, AAE, Airport Director, welcomed everyone to the meeting and thanked them for participating in the Master Plan Update process. She introduced the consultants for the Master Plan Update from The LPA Group Incorporated, Mr. Phil Jufko and Ms. Tricia Fantinato, who presented information from Working Paper #1.

- a. Mr. Philip Jufko, Director of Aviation Planning – discussed the primary purpose of this meeting is to provide:
 - i. the status of the Working Paper I (Inventory of Existing Conditions and Aviation Activity Forecasts),
 - ii. address WP I concerns and comments,
 - iii. present preliminary demand capacity and facility requirement findings,
 - iv. discuss the possibility of commercial service, and
 - v. address requests for pavement strengthening on Runway 10R-28L (currently Runway 9-27).
- b. Aviation Activity Forecasts were approved by FAA on March 27, 2009 since they are within 10% and 15% of the FAA's Terminal Area Forecasts (TAF) for FPR.
- c. P. Jufko explained that the forecasts represent a baseline for future development. It is likely that forecast requirements and recommended alternatives will exceed the approved forecast.
- d. The next meeting, on June 30th, will be to discuss the demand capacity and facility requirement findings, including preliminary NextGen and commercial service requirements, in addition to preliminary alternative development options. Note: A charette is planned to occur during the 6:00 pm meeting with the Technical Advisory



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



Committee to identify and evaluate potential short and long-term airport development options.

II. Current Issues and Opportunities

- a. This past March, tourism leaders from the Grand Bahamas Island met with local officials to foster increased tourism. During their visit to FPR, they expressed some interest in possibly promoting commercial operations between the Bahamas and FPR. Although there has been no discussion with the official carrier, Bahamasair, the Board of County Commissions (BOCC) recommended that Airport Management pursue grant funding options for terminal renovations in the hope that successful discussions with the Grand Bahamas Tourism Board would initiate potential commercial service at FPR. However, the process to obtain a Class III Part 139 certification from the FAA, which allows for commercial service, would also be required.
- b. T. Fantinato and P. Jufko briefly explained the issues with obtaining Part 139 (commercial certification) and the requirements that FPR will need to make to provide commercial service (i.e. security, aircraft rescue and fire fighting, terminal facilities, safety and wildlife requirements, design standards, etc.).
- c. Another opportunity discussed in the previous meeting concerned the pavement strength of Runway 9-27 (10R-28L). Users explained that the current pavement strength of 60,000 lbs limits the use of this airport by corporate jets.
- d. However, the current runway pavement is in poor condition based upon recent inspections and is a high priority for rehabilitation. Design for the rehabilitation at the 60,000 lbs strength has already been completed. Airport Management is hopeful that they will be receiving state and federal funds to perform the rehabilitation during the summer.
- e. It was also conveyed to the TAC that in order to increase the pavement strength of Runway 9-27 (10R-28L) a number of requirements would need to be fulfilled in order to obtain federal and state agreement and participation:
 - i. Support must be obtained that shows that either the existing critical (500 or more operations) aircraft/family of aircraft or short-term critical aircraft (within next 5-years) requires an increased runway pavement strength (>60,000 lbs).
 - ii. FAA requires definitive proof (i.e. letters, operational data, etc.) which would support a change in the pavement strength. The time of “build and they will come” is no longer supported by FAA/FDOT.
 - iii. An environmental assessment will be required no matter if the strengthening is funded with federal/state dollars or through private development.
 - iv. The master plan must identify the critical aircraft(s) requirements, the anticipated timetable for operations, as well as associated design requirements (separation standards, runway length, airfield pavement strength, etc.).



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



III. Inventory of Existing Conditions

- a. Airport Role – FPR is included in the National Plan of Integrated Airport Systems (NPIAS) as a “General Aviation Airport” and the Continuing Florida Aviation System Planning Process (CFASPP) as a “Community Airport.” However, during recent focus group meetings at Palm Beach International Airport concerning the potential runway expansion, members of the community suggested that instead of extending the runway that traffic be diverted to airports to the north, including St. Lucie County. As a result, the scope for the 2009 Master Plan Update included an assessment of facility requirements for commercial service at FPR.
- b. Economic Contributions – FPR provides a significant contribution to the local economy in terms of jobs, air transportation, emergency relief, etc. The St. Lucie County Airport Department employs eight full-time and one part-time employee to manage and maintain the 3,660 acre property. There are vast opportunities for future development on the airport property, and the current Fixed Base Operators (FBOs) have phased development plans for their respective leaseholds.
- c. Regional Airport Comparison – A comparison of public airports within the Treasure Coast Region was presented to highlight the availability of facilities in the vicinity of FPR. For example, compared to Vero Beach Municipal Airport (VRB), Witham Field Airport (SUA), Okeechobee County Airport (OBE), and Sebastian Municipal Airport (X26), FPR’s property is more than twice as large as these airports and FPR is the only airport with an onsite U.S. Customs and Border Protection (CBP) facility. The onsite CBP, in addition to much of the airport property being designated as a Foreign Trade Zone (FTZ), represent attractive features for future business development and activity growth at FPR.
- d. Next Generation Air Transportation System (NextGen) – The FAA’s implementation of NextGen should help reduce airspace congestion and delays throughout the U.S., particularly within the busy airspace in southeast Florida. Working Paper #2 of the Master Plan Update will further investigate NextGen’s impact on operations at FPR.

IV. Forecasts of Aviation Activity (FAA-Approved)

- a. Forecasting Methods – The forecasts of aviation activity were based on numerous forecasting methods, including the forecasts from the 2002 Master Plan Update, 2005 Noise Study Update, 2004 Florida Aviation System Plan (FASP), FAA Aerospace Forecasts and Terminal Area Forecast (TAF), and other socioeconomic variables such as population and employment. Overall, the recommended forecasts, which have been approved by the FAA, provide modest projects of operations and based aircraft.
- b. Operations Forecasts – From 2008 to 2028, operations are forecast to increase from 160,277 to 243,599. Operations by single-engine pistons, turboprops, jets, and helicopter operations are forecast to increase during the planning period, while multi-engine piston operations are forecast to decrease consistent with FAA projections. Peak hour operations are forecast to increase from 104 operations in 2008 to 158 by 2028. Further, following completion of parallel/training Runway 10L-28R, the percent of local



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



operations (i.e., flight training operations) to total operations is forecast to gradually increase year-to-year.

- c. Based Aircraft Forecasts – From 2008 to 2028, based aircraft are forecast to increase from 211 to 327, consisting of the following growth:
 - i. Single-Engine Pistons – 122 to 129
 - ii. Multi-Engine Pistons – 59 to 59 (remains stable)
 - iii. Turboprops – 12 to 17
 - iv. Jets – 14 to 46
 - v. Helicopters – 4 to 8

V. Preliminary Demand/Capacity Analysis and Facility Requirements

- a. Airfield Capacity – A preliminary analysis of airfield capacity for the new three-runway configuration was conducted. As a general rule, the FAA recommends that airports plan for capacity improvements once 60 percent of the Annual Service Volume (ASV) has been met, and recommends construction of capacity improvements once 80 percent of ASV has been met. Based on the FAA-approved activity forecasts, FPR will not exceed 80 percent of ASV during the 20-year planning period; although some capacity improvements will be planned (and potentially constructed) since the 60 percent ASV threshold may be reached.
- b. Runway Pavement Strength – See Item III.c. above. Airport tenants must provide information to airport management in order to provide sufficient justification for increasing the pavement strength of Runway 9-27 (future 10R-28L) as part of the Master Plan Update.
- c. Critical Aircraft – The critical aircraft is used to determine the appropriate criteria for airfield design standards. Although not fully determined at this time, the critical aircraft for primary Runway 9-27 (future 10R-28L) may be a larger corporate jet such as a Gulfstream V, a smaller corporate jet for Runway 14-32, and a turboprop for training Runway 10L-28R. Like the pavement strength analysis, the identification of a critical aircraft is largely based on estimates of future activity from airport tenants; for this reason, airport tenants must provide information to airport management in order to provide sufficient justification for the critical aircraft determination as part of the Master Plan Update (this can be included within any information related to runway pavement strength).
- d. Potential Commercial Service – See Items II.a. and III.a. above. If commercial service ensues between the Grand Bahamas and St. Lucie County, it is anticipated (though no discussions have yet to occur) that Bahamasair (the National Carrier) would provide service. Bahamasair currently uses quiet 50+ passenger Bombardier Q300 turboprops. If pursued, such service would be beneficial to the local economy in terms of job creation, tourism revenue, positive airport image, etc., potentially encouraging future business investment at FPR and within St. Lucie County.



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- e. Pavement Conditions – All airport pavements were last inspected as part of the Statewide Airfield Pavement Management Program in late 2007. As such, future pavement rehabilitation needs have been scheduled over the next several years.

VI. Next Steps – Future Working Papers and Meetings

- a. Working Paper #2 (Demand/Capacity and Facility Requirements) will be sent to the TAC by June 24, 2009.
- b. TAC Meeting #3 is tentatively scheduled for June 30, 2009.
- c. Please send information related to the pavement strength analysis and critical aircraft determination to Airport Management.

VII. Meeting Questions and Comments

This section provides a summary of questions and comments discussed during TAC Meeting #2. Additional written comments will be incorporated into Appendix B, Key Members and Public Participation, of the Master Plan Update report.

- a. The question was asked about increasing the pavement strength of Runway 9-27 (future 10R-28L).
 - i. P. Jufko indicated that several attempts have been made to obtain estimates of future activity from the FBOs (related to jet operations), although, to date, information has not been obtained to justify such an increase. Further, since funding is limited and the pavement on Runway 9-27 (future 10R-28L) is poor; it is recommended that the Airport continue on its present course of rehabilitating the runway to maintain 60,000 lbs dual wheel capacity.
 - ii. As mentioned in Item III.c. above, in order to justify a future pavement strength increase as part of the Master Plan Update, tenants and interested users must submit information to airport management, including expected number of operations by aircraft type and year, and any other relevant information (such as future based jet commitments) especially associated with aircraft greater than 60,000 maximum takeoff weight.
 - iii. During a recent discussion with FAA, the Airport would have to conduct an environmental assessment, if justification was provided in the master plan, prior to FAA or FDOT approval of the runway strengthening project.
 - iv. Note: even if private funding was used to strengthen the runway pavement, an Environment Assessment (EA) will still be required.
- b. There were a few comments concerning the methodology used to determine the forecasts, such as consideration of the 2002 Master Plan Update and not enough emphasis on the current economic recession.
 - i. Overall, the recommended forecasts considered a number of low, medium, and high growth factors, and provide a moderate 20-year growth scenario that was consistent with the FAA's TAF for the airport. As a result, the FAA approved the forecasts for use in the Master Plan Update. Note that planning for future



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



activity growth is important even if the forecasts are not realized – development would only occur at such a time when there is sufficient demand.

- ii. Many factors of the current economic recession were considered in the forecasts determination, including population, per capita income, employment, etc. A regression analysis was used to determine if there was an historic correlation between aircraft operations, based aircraft and economic factors. No correlation was obtained, and, therefore, this methodology was not used to forecast future operations at FPR.
 - iii. Another concern raised related to perceived inaccuracies (rapid growth) as outlined in the 2002 Airport Master Plan Update. This forecast, at the time, was realistic based upon the conditions of the economy and aviation demand in particular. However, because it is no longer historically accurate, it was evaluated but not used to determine the long-term forecasts outlined in this master plan process. Since aviation can be impacted by a number of factors which may or not be possible to forecast, three forecasts (low, medium and high) were developed to provide an assessment of potential short and long-term demand at FPR.
- c. What key reports were evaluated as part of the master plan process?
- i. Key reports which are referenced in the master plan process included the Florida Aviation System Plan, 2008, the FAA Terminal Area Forecast, National Plan of Integrated Airport Systems (NPIAS), the FAA Aerospace Forecasts, FY 2009-2025, St. Lucie County Comprehensive Plan, St. Lucie County Evaluation and Appraisal Report, St. Lucie County International Airport FAR Part 150 Noise Study, 2002 Airport Master Plan Update, etc. Additional recommended documentation included the Airport Business Plan prepared by IRCC, which will be evaluated as part of the master plan process.
- d. Will the Master Plan Update address the potential noise impacts of proposed airport development (including the viability of commercial service) on surrounding residential areas?
- i. Yes, the master plan will provide an estimate of anticipated noise contours and impacts related to the airfield configuration and fleet mix.
- e. The Town of St. Lucie Village is concerned about the possible change in fleet mix if the airport: 1. Strengthens the runway, and 2. Attracts commercial service.
- i. The purpose of strengthening the runway is to accommodate aircraft that are already utilizing the airport. However, additional support data is required to justify the increase in pavement strength as well as an environmental assessment, which will evaluate potential impacts.
 - ii. Based upon a recent visit by the Grand Bahamas Tourism Members, there is potential for limited commercial service between the Bahamas and St. Lucie County. As a result of this interest, the BOCC has recommended that Airport



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



management investigate grant funding opportunities for a terminal renovation. Although no discussion has occurred between St. Lucie County and Bahamasair (the national carrier), for the purposes of this master plan and preliminary design requirements, it is assumed that commercial operations would be limited to small regional turboprop and jet aircraft (i.e. Dash 8 Q300, CRJ 100 or 700 and ERJ 135 and 145 aircraft).

- iii. The benefits and impacts of commercial service will be evaluated as part of the master plan update.
- f. Is it possible to penalize operators for not following voluntary noise restrictions?
 - i. At this time there is no “punishment” available to airports related to aircraft breaking voluntary noise restrictions. However, the operator can contact the offender and remind them that, as a good neighbor, they would appreciate the operator use the published noise abatement flight maneuvers. It is important to note that most users do not intentionally disregard an airport’s noise abatement practices. Usually it is someone unfamiliar with the airport operations that are just not aware that such practices are in place.
- g. What is the impact of commercial service or increased business jet activity on the surrounding county infrastructure (i.e. surface transportation, utilities, air quality, etc.)?
 - i. Again, this will be evaluated with input from local transportation planning organizations as part of the alternative evaluation process.
- h. If the runway pavement was strengthened, is there a way to limit the aircraft using the airport?
 - i. No. FPR is a public airport, so operations cannot be limited. However, since the airport is not currently designated as a commercial service airport, it cannot accommodate commercial service operations except in the case of an emergency.
- i. What would be the potential noise impacts to the surrounding community?
 - i. Based upon the fleet mix and airfield configuration determined as part of the alternatives development, noise contours will be developed to determine potential impacts (if any) to the surrounding community. It is important to note that the aircraft used in the FAR Part 150 forecast to determine the noise contours were based upon Stage 2 aircraft. Stage 2 aircraft are no longer being manufactured and are being phased out of the aviation fleet. Business and commercial aircraft currently being built are designed to Stage 4 noise levels, which are significantly quieter than Stage 2. This will be discussed in must more detail in the remaining chapters of the report and in the next two meetings.
- j. Is it possible to make Runway 14-32 the primary runway, and limit traffic on Runway 10R-28L?



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- i. The viability of changing the runway configuration will be evaluated as part of the facility requirements analysis and alternatives analysis.
- k. Is the impact of attracting commercial traffic and heavier jets being considered as part of the master plan process? The Town of St. Lucie Village is concerned that 'such traffic will have the potential of significantly increasing noise impact on residential areas'.
 - i. Yes, the potential impacts of a change in fleet mix are being considered. If such a change is justified, a new FAR Part 150 or Environmental Assessment could be required.
- l. How would proposed development impact off-airport land use and roads? Would there be a significant increase in surface transportation in and around the airport which would impact current county facilities.
 - i. This will be evaluated as part of the alternative development section of the master plan. Coordination with the St. Lucie County Transportation Planning Organization is planned to determine what impacts future airport development could have on off-airport facilities.
- m. The TAC also expressed concern that they have not been as involved as they were in the previous master plan.
 - i. The information provided in the previous meetings was designed to provide the TAC the data necessary to assist the consultant in developing potential alternative on-airport development including airfield, landside, land use and compatible development. Therefore, a charette will be held during the next TAC Meeting.

April 28th Meeting adjourned at 0715 pm EST.

VIII. Written Questions and Comments

Prior to the April 28th meeting, several comments on Working Paper 1 were received from Technical Advisory Committee Members. These comments and concerns are addressed below, and have been incorporated into the master plan narrative report.

Ms. Diane Andrews' Comments:

- a. "It doesn't seem to me that enough weight is being given to current actual statistics when setting goals or forecasting future needs. The hurricanes of 2004 and 2005 scared Pan Am International away. Their reasons will surely be taken into consideration when another flight academy is doing due diligence when looking for a base. Is the planned second, training runway, despite its appeal to trainers, enough to overcome the fear factor of potential hurricane damage and absolute high insurance premiums?"



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- i. Comment duly noted. The loss of Pan Am did impact FPR. However, it was not the only reason for the development of the training runway. This runway was developed to provide additional airfield capacity and negate noise impacts to neighboring communities. Based upon discussions with other training operators around the state (i.e. Embry-Riddle, FIT, Comair, etc.), FPR will continue to be used for training operations. Further, Airport Management is continuing to market the airport to interested potential tenants.
- b. Table 2-9 depicts fuel flowage for 2007 and 2008. Comparing the first quarters of both years, fuel flowage was down 9%. For the year, it was down 14%. Why is the fuel flowage down when the Historic Operations (Table 3-6) was up 33% and the Based Aircraft Ops (Table 3-7) was up 17%? Is that trend continuing? We should now be able to obtain and look at fuel flowage for the first quarter of 2009 to at least partially answer that question. Fewer students would equal fewer training flights which would account for at least some reduced fuel flowage. For that reason, I believe we also need to look at the trends in student enrollment and pilot demand, both locally and nationwide, beginning with the post-hurricane and boom years of 2005-2007.
- i. The reduction of fuel sales from 2007 to 2008 can directly be attributed to the economic climate at the time and the significant increase in fuel costs in 2008. The increase in based aircraft and historic operations as shown in Tables 3-6 and 3-7 are primarily associated with local rather than transient jet operations, which is why fuel sales decreased. Local operators flying smaller aircraft do not demand the same level of fuel as larger transient jet operators. This trend, however, seems to be reversing as shown by 2009 fuel sale information.

2009 Fuel Sales		
Month	AvGas	Jet
January	25,705	71,649
February	50,246	87,630
March	57,542	111,358
Source: Airport Management Fuel Records, April 2009		

- ii. Trends in student enrollment and pilot demand, both locally and nationwide, were considered in the development of the forecasts. Additional evaluation of long-term demand will be considered within the airport demand and capacity evaluation and alternative analysis.



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- c. As stated, population is another factor that affects airport activity levels, and continued population growth in St. Lucie County is treated as a given throughout even though it is acknowledged on page 3-3 that the Florida Legislative Office of Economic and Demographic Research reports more outmigration than in-migration in the State because of the weakened economic climate and housing market. The Woods and Poole statistics in Table 3-1 project 56% population growth in St. Lucie County between 2008 and 2028, yet recent press reports confirm that both county population and the population of its most populous city, Port St. Lucie, have actually decreased in recent months. And any realtor will tell you that seasonal rentals are down dramatically, and that all the people who used to live in the thousands of foreclosed homes went somewhere else, many of them out of state. Long distance movers confirm that they are moving more households out of Florida than into Florida. I believe these negative socio-economic factors should be given more weight.
 - i. Comment duly noted, and will be considered as part of the master plan process. Still recent information shows that the St. Lucie area in general is recovering at a slightly faster rate than the entire state.
- d. Woods and Poole, in Table 3-2, also predict a 48% increase in employment in St. Lucie County by the year 2028. Would that that be true, but I don't see the justification for that rosy picture during a time when unemployment is on the rise.
 - i. Comment duly noted. Although unemployment is on the rise based upon the current economic climate, the shift to new technologies (especially green technology) may cause an increase in employment. Since conditions, especially during a recession, are difficult to effectively evaluate over the long-term, multiple forecasts were developed for FPR. Further, as noted during the meeting, a strong correlation was not obtained between socio-economic information provided by Woods and Poole and 10 years of historic airport operations. Therefore, the use of socio-economic data to determine future demand was not used.
- e. You may conclude that I do not trust some of these forecasts and that is with good reason. Recent population, growth and persons-per-household forecasts for North Hutchinson Island are so far off, indeed actually impossible to attain, that they are laughable.
 - i. Comment noted. Please see response above.
- f. FPR is located in close proximity to agricultural areas that attract birds, and it has wetlands on its property that are feeding and nesting grounds for aquatic birds, the population of which have rebounded in recent years because of increased wetland protection (US State of Birds report, Department of Interior, March 2009). FPR's coastal proximity places it in the middle of a migration route, particularly for Canadian Geese. A recent plane-bird strike over St. Lucie County that fortunately ended at FPR without loss of life raises a safety issue that perhaps should be addressed in future planning for FPR. A state of the art bird radar detection device that has proved to be highly successful would cost approximately \$300,000, and it should not offend environmentalists who would object to other anti-bird methods, such as fogging. The bird radar also serves as a tracking tool for bird migration



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



which should appeal to environmentalist in general and the Audubon Society in particular (maybe they would kick in part of the cost).

- i. Since the master plan is being done in concert with a variety of environmental documents (i.e. stormwater master plan, stormwater pollution prevention plans, wildlife mitigation, etc.), the impact of potential bird strikes and their impact to activity at St. Lucie is being considered.
- g. The two new FBOs have large-scale development plans over the next several years. These appear to hold the most promise for the County, both in terms of job and economic stimulus. Both have expressed a desire to see runway strengthening to 85,000 lbs, a decision the BOCC will have to make. I was a staunch defender during the last master plan update of maintaining runway strength of 60,000 lbs, but I am certainly open to changing my recommendation based upon new data. I believe strengthening is probably the single most important issue, and I would like to see data on exactly what critical aircraft could utilize that strength (besides very light jets), on what types of aircraft companies such as FedEx and UPS have in their current fleet, etc. I expect that this topic will be addressed in depth in Chapter 4. For that reason, I have not addressed it further here.
- i. This information is noted, and will be addressed as part of Working Papers 2 (Demand Capacity and Facility Requirements) and 3 (Alternatives Analysis). LPA is also working closely with both Key Air and Volo Aviation to incorporate their proposed development with long-term airport development.

Mr. Jerry Groendyke's Comments:

- a. Page 30 under Crosswind Runway 14-32 "Runway is oriented in a northeast and southeast direction" should be NORTHWEST. Runway is not boomerang shaped.
 - i. Comment noted and corrected in report.
- b. Page 35 Under Airfield Lighting. It indicates that when ATCT is closed, the runway lights and REILS can be activated...It is actually only the REILS. Runway lights are currently left on continuously at night.
 - i. Comment noted. However, due to electrical problems, the pilot controlled lighting was deactivated. This has since been corrected and the lighting can now be activated automatically via Pilot Control Lighting when the Tower is closed.

Mr. Robert P. Greene's Comments:

- a. First, citing the "Continuing Florida Aviation System Planning Process, (CFASPP – pg 10 and FASP2025), I concur with assessment and recognition of the impotence of FPR in development to a commercial airport to serve the growing needs of the Tri-county area.
 - i. Comment noted and will be incorporated into narrative report.



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- b. Reference Table 2-2, Treasure Coast Region Public Airports (pg 13), and Table 2-3, FDOT Five-Year Work Program – FPR Program (Pg 15). The question is, is there any room for realignment or redistribution of project monies to better fill the needs of FPR development. I.E. Impact study for lengthen and increasing weight bearing for R/W 10R-28L, Part 139 certification.
 - i. Funding as denoted in the FDOT Joint Automated Capital Improvement Plan (JACIP) is locked for a period of three years. Further, FAA first requires that the Master Plan provide justification for any lengthening or increased weight bearing capacity on Runway 10R-28L. Following this justification, the airport, at the least, must initiate an Environmental Assessment before any funding could be requested.
 - ii. Airport Management is drafting a Part 139 Certification Manual so that if directed by the Board of County Commissioners, this step in the process will be done.
- c. Reference Para. 2.4.4 Visual Approach Aids. R/W 10L-28R: The intent and purpose of that runway was merited on the ideal that the runway use was for training and the benefit of disbursing noise and runway congestion. In the interest of continuation of the noted, it would advantageous to allow this runway use at night and during inclement weather conditions. As a pilot, the safety factor generated by visual approach aids should be a focus point in the installation of runway lighting, VASI, REILs, and Taxiway lighting.
 - i. Comment noted and will be addressed within Chapters 4, Demand/Capacity and Facility Requirements, and 5, Alternatives Analysis, of the Master Plan narrative report.
- d. Paragraph 3.5.5, Airspace Modernization/NextGen and 3.5.6, Potential for Commercial Airline Service: NextGen in Theory is just that. The best need today is “more Runways”. FPR viability to become a commercial airport for the TRI-county area for all the forecasts noted and the momentum of support by commerce should justify the development of a Part 139 airport certification.
 - i. Comment noted. The need for additional runways with regard to existing and forecast demand, with or without NextGen, is being considered as part of the Master Plan analysis.

Mr. William G. Thiess's Comments:

- a. Page 1-3: List of Key reports reviewed should include the airport business plan prepared by IRCC.
 - i. Report obtained and information will be incorporated into report.
- b. Page 1-4: Next to the last bullet, add “...surrounding the airport, particularly the effects of noise on nearby residential communities”.
 - i. Comment noted and will be incorporated into MPU narrative report.



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- c. Page 1-9: List of bullet items: Will the Master Plan Update address the potential noise impacts of proposed airport development on the surrounding residential areas?
 - i. Yes, the master plan will address potential noise impacts on surrounding residential communities. This evaluation will be provided as part of Working Paper #3, Alternatives Analysis.
- d. Page 2-2: List of bullet items: include the airport business plan prepared by IRCC.
 - i. Comment noted and incorporated into narrative report.
- e. Pages 2-14 & 15: "Other Considerations": The Town of St. Lucie Village is very concerned about "...the potential for attracting commercial service" and "...reasons why FPR may be considered as a potential commercial reliever for PBI". On page 2-15, it is stated that "...residents of West Palm Beach are investigating options to shift some commercial traffic away from PBI **because of ongoing congestion and noise concerns**". The Town of St. Lucie Village is very concerned about a shift in this commercial direction because of the types of aircraft in commercial service have the potential to create significant noise impacts on residential areas within the Village. In our opinion, additional airport development to **attract** potential commercial traffic should not be considered. Development in this direction should only be considered if the level of service provided by existing airport facilities is on the verge of becoming sufficiently compromised to warrant the additional development. The Village is adamantly opposed to a "build it and they will come" approach to airport development and will vigorously oppose it.
 - i. Development of St. Lucie International Airport as a commercial service facility is ultimately the decision of the Board of County Commissioners. The Master Plan Update only provides information, based upon input from Stakeholders and Technical Advisory Members, to allow the Board to make an informed decision.
- f. Page 2-13: We would like to see the document "FASP 2025".
 - i. The Florida Aviation System Plan 2025 can be found at:
<http://www.cfaspp.com/FASP/FASP.asp>
- g. Page 2-21: Last paragraph of Section 2.3.2: Shouldn't Runway 9R-27L be 10R-28L?
 - i. Yes, this change has been incorporated.
- h. Page 2-30: In the first paragraph, it is stated that "...based on discussions with existing tenants and members of the TAC, concerns were raised that the dual wheel weight bearing capacity of Runway 10R-28L is inadequate to accommodate long-range corporate jets (i.e. Gulfstream IV and Global Express jets) and associated insurance requirements (85,000 pounds dual wheel minimum). As a result, pavement strength requirements were evaluated as part of this Master Plan update based upon the existing and forecast critical aircraft operational weight requirements." This raises several questions: 1. Are these types of aircraft currently using the runway? 2. Is so, what is the impact on SLCIA as the airport operator of continuing this practice with the existing runway? 3. Will increasing the runway



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- strength to 85,000 pounds allow other, larger aircraft to land at FPR? And 4. This has the potential to significantly impact the Town of St. Lucie Village and other residential areas around the airport. When will these impacts be addressed?
- i. Yes, some of these corporate jets are using the airport on a limited basis.
 - ii. Runway 10R-28L pavement is already in poor condition and requires rehabilitation as soon as possible. If sufficient support is available which proves that an increase in these types of aircraft operations is eminent, than strengthening the runway would be required. This will be addressed in more detail within Working Papers 2 and 3.
 - iii. With an increase in runway pavement strength, a number of corporate jets could use the runway. Use by commercial aircraft (i.e. B747) would not occur since:
 - 1. The aircraft is too heavy to operate at FPR, and
 - 2. The airport is not certified for commercial service under FAR Part 139.
 - iv. Yes, any potential impacts associated with a change in fleet mix will be evaluated as part of the master plan analysis.
- i. Page 2-35: Mention new lighting being installed along U.S. 1 that identifies western limit of noise-sensitive residential areas.
- i. Comment noted and will be incorporated into narrative report.
- j. Page 3-2: Insert after second sentence in paragraph 3.1: “Conversely, overestimating aviation demand can result in under-utilized or stranded assets, which is inconsistent with sound fiscal policy”.
- i. Comment noted and will be incorporated.
- k. Page 3-3: Second paragraph, 5th line from bottom: should “mid-2001” be “mid 2010”?
- i. Comment noted and change will be made.
- l. Page 3-19: The justification for evaluating commercial service at FPR given in paragraph 2 is very weak. Should provide facts to support this, not mere speculation.
- i. Comment noted.
- m. Page 3-27: The 2002 AMPU forecasts were based on a continuation of the rapid growth that was occurring at that time. We disagree that the assumed continuation of the growth that was occurring 7-years ago is a good assumption for planning, given the reality of the bottom dropping out of the housing market and negative growth being observed in much of the local economy. Population projections for St. Lucie County are used to support the contention that the 2002 AMPU “...may produce realistic forecasts for FPR”, but on page 3-20, it is shown that there is a very poor correlation between population and aircraft operations. Additionally the number of operations at FPR is driven largely by training activities, which should have very little correlation with local population.



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



- i. As stated earlier, since no correlation was found between historic socio-economic data and airport operations, use of regression analysis to determine future aircraft demand was discounted. Further, the 2002 forecast, although accurate at the time, was not consistent with historic operations. Therefore, although evaluated, it was not considered in the low, medium or high forecasts developed as part of the 2009 Master Plan Update.
- n. Page 3-34: The 02 AMPU projections constitute and “outlier” in comparison to the other forecasts and should not be averaged in with them. The other forecast models are in reasonable agreement and they should be used to develop the aviation forecast for FPR.
 - i. See Item VII.b.i: The forecasts provided in the 2002 MPU were relevant at the time. Previous forecasts were reevaluated based upon the current and anticipated economic climate. However, since the 2002 forecasts were determined to no longer be an accurate indication of historic or future growth, they were not considered in the determination of the low, medium and high forecasts developed in the 2009 Master Plan Update.
- o. Page 3-44: Same comment as above. The 02 AMPU forecasts should not be used.
 - i. Duly noted, and see response to comment n.
- p. Page 3-46: Same comment as above. The 02 AMPU forecast should not be used.
 - i. Duly noted, and see response to comment n.